that they have written to the Environment Pollution (Prevention and Control)' Authority for the National Capital Region to consider extension of validity period of "Pollution Under Control Certificate" from three months to six months.

(e) Does not arise in view of (d) above.

Golden Quardrilateral Project

2473. SHRI BACHANI LEKHRAJ: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the progress achieved so far by the National Highways Authority of India on the Golden Quadrilateral, East-West and South-North Projects;

(b) whether any major obstacles are being faced for funds tie-up;

(c) the sections of National Highway Development Project (N.H.D.P.) which are being tolled; and

(d) the details of the economic benefits, especially employment that woud accrue from this project?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJOR GENERAL (RETD.) B.C. KHANDURI): (a) The progress achieved so far is as under:

(i)	**Golden Quardrilateral Project (GQ)**		
	Total Length	:	**5846 km**
	Already 4-laned	:	1159 km
	Under implementation	:	4603 km
	Balance for award of contract	:	84 km
(ii)	**North-South & East-West Corridor Project**		
	Total length (Approx)	:	**7300 km**
	Already 4-laned	:	773 km
	Under implementation	:	715 km
	Balance for award of contracts	:	5812 km

(b) Resource mobilisation is a continuous process. No major problems have been faced so far.

(c) The section of National Highway Development project (NHDP) which are being tolled are Panipat-Jalandhar section of National Highway-1 in the State of Haryana and Punjab, Delhi-Agra section of National Highway-2 in Uttar Pradesh, Palsit-Dhankuni section of National Highway-2 in West Bengal, Barwa Adda-Panargarh section of National Highway-2 in Bihar and West Bengal, Bhubaneswar-Jagatpur section of Natioal Highway-5 in Orissa, Vadodara-Surat section of National Highway-8 in Gujarat and Gurgaon-Amer section of National Highway-8 in Haryana and Rajasthan.

(d) Details of economic benefits that would accrue on completion of this project are as under:

(i) Savings in vehicle operating costs

(ii) Faster, comfortable journeys

(iii) Reduced fuel consumption

(iv) Benefits to trade especially in movement of perishable goods

(v) Reduced maintenance costs

(vi) Safer travel

(vii) All round development of areas.

The total estimated employment potential for implementing this project is around 40 crore mandays.

As per World Bank study, a saving of about Rs.8000 crores per year will accrue to the Nation on completion of the GQ.

Construction of Mughal Road in Kashmir

2474. MIRZA ABDUL RASHID: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that for resuming the works for construction of Mughal Road from Poonch-Rajouri to shopian in Kashmir the Central and the State Governments have agreed on 50:50 basis expenditure for more than one year; and

(b) if so, the reasons for which the work on this project has not been started so far?